

A high-capacity, world class, multi-modal transport interchange that supports local and regional connections to bring people together.

Mobility, transport and access

Will Central Station continue to function as a major transport interchange as part of the precinct renewal?

Yes, Central Station will retain its primary role as a transport interchange for Sydney and the anchor of the New South Wales rail network, connecting customers between Intercity, regional and suburban train services, buses, light rail and the new Sydney Metro.

Why does Central Station need to be renewed?

Central Station sits at the core of Central Precinct and is one of Australia's busiest transport interchanges and most important transport hubs. Central Station is less than 15 minutes from Sydney International Airport and services light rail, buses, coaches and caters for point-to-point (such as taxis) connections.

Over the coming years, Central Station will come under increasing pressure with investment in Transport infrastructure such as Sydney Metro and More Trains, More Services Program and increases in daily passenger movements.

The precinct renewal provides an opportunity to enhance Central Station as a high-capacity, multi-modal interchange which can support the future community and workforce who will visit and live at Central. The revitalisation will strengthen the arrival experience and significantly improve the way people move through and interchange between transport modes, allowing Central Station to reach its full potential as a world class transport interchange.

What kind of upgrades will there be to Central Station as part of the precinct renewal?

We've heard from our customers that Central Station is confusing and hard to navigate. A key focus of the precinct renewal is to improve and revitalise Central Station whilst ensuring the public transport network continues to function effectively. As part of the precinct renewal, we'll be looking to improve wayfinding and connectivity around the station, provide better connectivity between transport modes, improve transport infrastructure, and provide convenient connections to the new over station development.

Will the precinct renewal integrate and build on the work already underway by Sydney Metro?

As part of the preparation of the State Significant Precinct Study and indicative masterplan, we have been working with Sydney Metro, to align the precinct renewal plans with the work Metro is currently undertaking.

Sydney Metro is delivering Central Walk, a new east-west connection through the station, providing convenient pedestrian access to suburban platforms 16 to 23 (via escalators and lifts) and the new Sydney Metro north-south concourse. The precinct renewal will build on this initiative, extending Central Walk west to Central Square.

Extending Central Walk to Central Square will provide a major new pedestrian thoroughfare, a convenient way for customers coming from Ultimo, Broadway and Haymarket to reach station platforms, move up onto the new over station development or cross over to Surry Hills.

What is the vision for the transport network at Central?

Improving the public transport experience at Central is integral to the renewal program. We want to create a safe and welcoming environment that provides universal access for all. Central Precinct will support multiple transport uses such as walking, cycling, autonomous vehicles, public transport and drop off and pick up points. The precinct renewal will improve connections to surrounding employment, education, health and cultural attractors, as well as ensuring accessibility for all and embracing future changes in mobility. Planning of the transport network in and around the precinct has been informed by a modal hierarchy.

What is modal hierarchy?

Modal hierarchy recognises that not all transport modes should be given equal priority when planning for the renewal of a precinct that is home to a major multimodal interchange. To effectively use space and accommodate transferring between different transport modes, priority should be given to the more sustainable and efficient modes of transport, such as walking, cycling and road-based public transport.

Prioritising these modes above others will support mode shift from private cars, reduce congestion and improve safety. The modal hierarchy proposed for the precinct renewal ensures that the station and broader precinct operate efficiently and safely.

Why are pedestrians given the highest priority in Central?

The vision for Central is to create a precinct that is people-focused, walkable, well-connected, and safe. In 2018, more than 270,00 trips were taken from Central Precinct a day, and this is expected to increase to 450,00 trips over the next 30 years.

Pedestrian movement is a key component of the precinct renewal. A safe and welcoming pedestrian environment will allow Central to become a great destination for people, drive the success of Tech Central and support the vision for a 24-hour economy.

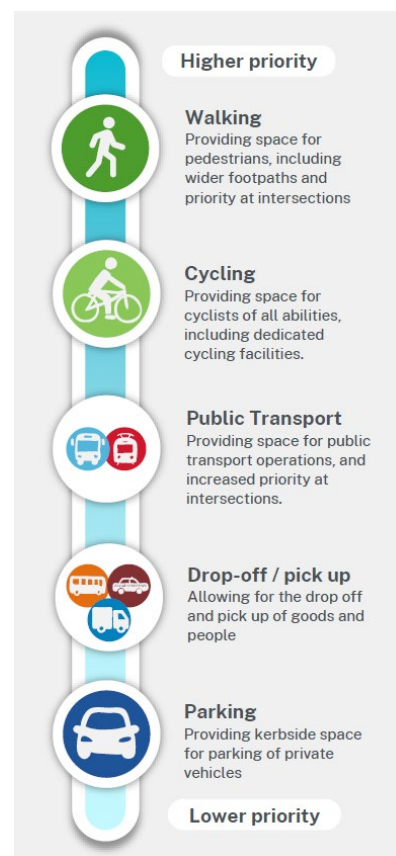


Image above shows the Central Precinct proposed modal hierarchy.

How will the new precinct become a pedestrian friendly environment?

Central Precinct will become a convenient and seamless pedestrian network providing universal access for all. New upgraded concourses and accessways will improve connectivity between station platforms and the broader precinct. New stairs, lifts and escalators will provide vertical connectivity allowing passengers to move within the station and transfer between modes of transport with ease. Direct connections to the over station development will be provided from the Intercity platforms via the Grand Concourse and from Central Walk.

How will the new precinct become a cyclist friendly environment?

The precinct renewal provides an opportunity to address connectivity and cyclist amenity issues around the station. The future cycling network will provide improved east-west and north-south connections through Central Precinct and surrounding areas. End of trip facilities for cyclists will be provided across the precinct. Visitor and short-term bicycle parking will also be provided at station entrances and on the deck.

Will cars be able to drive across the new over station development?

Central will be primarily a car-free precinct and private vehicles will not be able to drive across the over station development.

If Central is to become a car-free precinct, how will emergency services be able to access the over station development?

While the new over station development will restrict access to private vehicles, emergency services, maintenance, and servicing vehicles will be able to access the new deck.

How will the new precinct ensure it is accessible for all people?

Ensuring accessibility for all is key to the precinct renewal. Infrastructure and services at Central Precinct will be designed to meet accessibility standards, including accessible parking spaces at various locations across the precinct. We will continue to engage with key stakeholders to ensure Central can become a welcoming, safe, and accessible environment for all.

How will Central embrace future technology advancements in transport and mobility?

Central Precinct will be designed to embrace future technological changes in mobility. The precinct is investigating opportunities for the use of autonomous vehicles to enable safe, smooth, and more reliable journeys for passengers, as well as more efficient and productive freight movement.

Will coaches be able to come and go from Central?

Coaches will continue to operate from Central Station as part of the precinct renewal. The renewal proposes to locate coach access for pick up and drop off within the Western Forecourt and along Pitt Street. To achieve this, the Western Forecourt will be reconfigured to prioritise coach movement.

There will also be upgrades to the passenger waiting areas to improve the customer experience as part of the precinct renewal.

Will the precinct offer dedicated drop off and pick up points?

We understand some passengers would like to arrive at Central via private vehicle, such as taxi or ride share. Offering safe and convenient drop off and pick up points has been a key consideration in the design of the indicative master plan.

How has COVID-19's impact on changing travel patterns been taken into consideration?

COVID-19 has substantially impacted existing and future demand on the transport network and the travel patterns of people across the Sydney CBD. Transport for NSW is working through revised forecasts to account for these substantial changes in the way people now travel, and are likely to travel in the future, given changing customer needs. Transport regularly revises forecasts to ensure future demands can be met.

Want to know more?

This Frequently Asked Questions document provides an overview of the SSP Studies. To read the technical report associated with Mobility and Access FAQ see the below studies on the [Department of Planning and Environment webpage](#):

- Transport Strategy and Transport Impact Assessment

For more information about the Program visit the [Central Precinct Renewal Program webpage](#).